

BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager
From: Tony McCaulay, AGM of Customer Services
Date: October 13, 2005
Subject: Approval of January 2006 Service Changes

Date
GM
Board Meeting Date October 18, 2005
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended by the Operations Committee that the Board of Directors approve the January 1, 2006 Service Change package as revised and summarized on Attachment A resulting in a net annual cost of approximately \$821,200, and, further, to authorize the General Manager to execute contract amendments as necessary for private operators whose service is impacted by these changes.

BACKGROUND

Pursuant to the Board policy on service changes, plans for the January 1, 2006 service changes are included herein (Attachment A). The primary objectives are to: (1) conduct system maintenance – which includes service increases to address overloads and normal maintenance; (2) implement the new Colfax/Federal Transfer Facility; and (3) implement selected service improvements.

DISCUSSION

Funding for increased system service hours in the 2006 budget has been set at 1.0% for fixed route service, instead of the more typical 2.5% of total annual hours (3-4% annualized). This is due to the continuing economic situation and the consequent decline in sales tax receipts. Accordingly, it has been necessary to balance requisite system maintenance (running time issues, non-functional interlines, overloads, etc. - normally around 1.5% of annual hours, dependent upon the metropolitan area's growth rate) with appropriate service efficiencies.

PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
October 5, 2005	West Denver Fairview Elementary	0
October 6, 2005	Downtown Denver RTD Administrative Offices	7
October 6, 2005	Boulder Boulder Senior Center	13

DATE	LOCATION	PUBLIC ATTENDANCE
October 11, 2005	Westminster Westminster Public Library	19

Public Hearing Results

The public hearings were attended by a total of 39 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original January 2006 Service Change Proposal

1. Routes B and DASH have been added for schedule adjustments.
2. Route 204 has been added for a minor route change.
3. Route 302 has been added to remove one trip in each direction.
4. New Route 120 operating on 120th between Broomfield and Wagon Road would have its peak period frequency improved to every 30 minutes.
5. The Route 31X proposal for discontinuance and the proposal to create a 70X as a partial replacement have been removed.
6. A morning and an afternoon trip will be switched from Route 120X to Route 122X.

FINANCIAL IMPACT

The annualized cost of the January 2006 service changes would be approximately \$821,200. Funding is available in the 2006 budget for the proposed January 2006 service changes.

SUMMARY OF SERVICE CHANGES – JANUARY 2006

I. SERVICE EFFICIENCIES

Route 7 – North Washington

Discontinue deviation via 124th/Grant, due to low ridership and availability of service on Thornton call-n-Ride. Affects 10 passengers on 21 trips. Discontinue service on peak extension to 124th/Pecos, due to low ridership and availability of service on Routes 8 and 128. Affects 18 passengers on 3 trips.

Route 15 – East Colfax

Discontinue late night service between Colfax/Billings and Exposition/Mall (Aurora Mall), 7 days/week. Service instead provided by new late night Route 15Ltd and Route 153 service. Discontinue early Sunday morning service between Colfax/Billings and Exposition/Mall (Aurora Mall). Service instead provided by new earlier morning Route 15Ltd service.

Route 18X – North Pecos Express

Discontinue all trips. Service at 70th and Broadway park-n-Ride maintained by Route 31X. Passengers along Pecos Street may use Route 6, or Wagon Road, Thornton, Westminster Center, or 70th and Broadway park-n-Rides. Current 12 month average ridership is 76 passengers per day, or 12.7 per trip. Of these, only 54 boardings/alightings occurred north of 70th and Broadway (9 per trip). Ridecheck from September 2004 shows 44 passengers, or 7.3/trip. The subsidy per boarding on the 18X is \$11.58.

Route 201 – Newlands

Extend morning peak 30 minute frequency until 9:22 a.m. from 14th/Walnut. Discontinue midday service by removing the 9:52 a.m., 10:52 a.m., 11:52 a.m. and 12:52 p.m. trips. Midday ridership totals 10 passengers on 4 trips, 2.5 passengers/trip. Discontinue 7:22 p.m. trip, affecting 2 passengers. The City of Boulder has discussed these changes with the RTD and concurs with the proposal.

Route 210 – The Hill

Discontinue service, due to very low ridership and consequent very high subsidy per boarding (\$17.61). City of Boulder Hop service will be rerouted via 9th/College, providing frequent service to the highest density portion of Route 210. Twelve month average weekday ridership = 47, or 4.1 passengers/in-service hour (versus the minimum service standard of 14.6). The City of Boulder has discussed these changes with the RTD and concurs with the proposal.

Route 302 – Longs Peak

Consolidate to one trip in each direction.

Route AB – Boulder/DIA

Discontinue 5:45 a.m. eastbound trip from Westminster Center to DIA (12 passengers), 3:30 p.m. westbound trip from DIA to Westminster Center (9 passengers). Due to shifting ridership patterns, these additional trips are no longer needed and current passengers may use regular trips. Also, schedule adjustments.

Longmont call-n-Ride

The Longmont call-n-Ride currently has two call-n-Ride vehicles to operate the Saturday call-n-Ride service. This reduces the call-n-Ride from two vehicles to one vehicle as is the practice in two other call-n-Rides that operate on Saturday. The Longmont Saturday service began operating with the implementation of the call-n-Ride in February 2001. The Saturday service has never met the RTD minimum service standards of three (3) passengers per hour. In 2004, the Longmont Saturday call-n-Ride averaged 1.4 passengers per hour. Reducing to one vehicle would still leave the service intact, and should help to raise the productivity.

RockiesRide

Weekday RockiesRide service will be eliminated with the exception of opening day service. Weekend RockiesRide service will continue to be provided for all weekend games.

Weekday RockiesRide ridership has declined to only 494 passenger boardings per game in 2005 if we exclude opening day ridership from the statistics when RockiesRide generated 2252 passenger boardings. This translates to only 247 people using RTD RockiesRide service to attend weekday Rockies games at Coors Field. RockiesRide service has been adjusted over the past several years to match ridership levels to the level of RockiesRide service provided. This service currently requires the utilization of 21 buses, essentially the minimum required to provide the service which serves 12 area park-n-Rides. The subsidy for the overall RockiesRide is approximately \$5 per boarding.

II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route 15Ltd – East Colfax Limited

Extend weeknight and Saturday night service to operate every 30 minutes until approximately 11:15 p.m. in each direction. Relieves heavy loads on Route 15. Begin Sunday morning service 90 minutes earlier westbound from the Aurora Mall, matching Saturday service. Reduce existing Sunday morning service from 15 to 30 minute frequency between 8:30 and 10:30 a.m., due to light loads.

Route 120X – Thornton/Wagon Road Express

Route 122X – Wagon Road/Civic Center Express

A morning and an afternoon trip will be switched from Route 120X to Route 122X. Also, some trip changes on Route 120X.

Route S – Denver/East Boulder

Within Boulder, reroute via US 36 and 28th Street to Arapahoe Avenue, then east to regular route. Serves new transit stops on 28th Street, east side of main CU campus, East Campus, and new 29th Street redevelopment. A total of 8 boardings and alightings at the CU Research Park will be required to transfer to the Stampede. A total of 5 boardings and alightings at 30th/Colorado will be required to walk ¼ mile, or transfer to the Stampede.

III. SERVICE ENHANCEMENTS

Six of the routes discussed below (Routes 1, 16, 20, 30, 31 and 49) will be providing service to the new Colfax/Federal Transfer Facility located at the northeast quadrant of the Colfax/Federal interchange. This transit center, with its six off street bus bays, will substantially improve transfer capabilities and safety and represents a major mobility enhancing service improvement. This change would also introduce for the first time a high-frequency service between Invesco Field, the Auraria at Colfax Station and Downtown Denver. At present, widely dispersed stops make service for “small” stadium events such as concerts or minor sporting events too complex to readily explain in publicity. The new route structure would combine the Downtown service of five routes at a single stop easily reached from the stadium.

Route 1 – West 1st Avenue

Reroute to serve the new Colfax/Federal Transit Facility. Also, the route would stay on 14th between Irving and Federal (replacing Route 31 service). Schedule adjustments required. In addition, on Saturdays, service to Cherry Street/Virginia Avenue will be extended latter into the evening.

Route 16 – West Colfax

Reroute to serve the new Colfax/Federal Transit Facility. Schedule adjustments required.

Route 20 – 20th Avenue

Reroute to service the new Colfax/Federal Transit Facility. Schedule adjustments required.

Route 21 – Evans Crosstown

Add weekday eastbound trip from Pierson/Jewell to arrive Evans Station at 6:42 a.m. Add weekday westbound trips from Evans Station to Pierson/Jewell at 4:45 p.m. and at 5:30 p.m. The current 5:06 p.m. westbound trip from Evans Station would be changed to 5:00 p.m. and extended to Cold Spring park-n-Ride. These changes will create a consistent 15 minute peak period frequency. On Saturdays, extend service between Cold Spring park-n-Ride and Pierson/Jewell to begin approximately 4 hours earlier.

Route 30 – South Federal

Reroute to serve the new Colfax/Federal Transit Facility. This route averages over 6,100 boardings on an average weekday with a productivity of over 61 boardings

per in-service hour. Due to overloads during the p.m. peak and inconsistent loading of buses in the a.m. peak, it is proposed to operate on a 10 minute frequency north of Evans Avenue through the day, replacing headways that range between 7 and 15 minutes. Saturday ridership is over 4,100 (12 month average, +20.3%) with the May 2005 ridership at over 4,800 (70.9 boardings per in-service hour). This Saturday service is also experiencing overloads and it is proposed to change its frequency of service from the current 30 minutes to every 15 minutes from approximately 9:00 a.m. to 10:00 a.m. and then to every 10 minutes from 10:00 a.m. to 5:30 p.m. (from the current every 15 minutes).

Route 31 – North Federal

Reroute to serve the new Colfax/Federal Transit Facility. It will operate via the Colfax/Federal interchange and will no longer operate via Irving and 14th (see Route 1 for replacement service). Restore weekday mid-morning service to every 15 minutes (from the current 20 minutes) to facilitate connections and alleviate overloads. Also on weekdays, add a southbound morning school tripper to relieve overloads for North High School, CEC and CLA. On Saturdays, start the first morning trips earlier (northbound from Champa/20th at 5:25 a.m. and southbound from Federal/72nd at 5:02 a.m.). Also, to alleviate overloads south of 72nd Avenue, enhance Saturday service to a 15 minute frequency (versus the current 30 minutes) on the trunk portion of the route from approximately 9:30 a.m. to 5:30 p.m.

Route 48X – Green Valley Ranch Express

This is a relatively new route (January 2003) that began service with only 2 morning trips and 2 afternoon trips (the normal standard is 3 trips in each peak). Ridership has been growing steadily (102 in May 2005, +58.3%) and an additional a.m. and p.m. trip will be added to cover the missing major start/quit times.

Route 49 – North Lowell

Reroute to serve the new Colfax/Federal Transit Facility. Schedule adjustments required.

Route 112 – 112th Avenue (New Route)

Route 120 – 120th Avenue

Route 112 will be a new route replacing existing Route 120 between the Broomfield park-n-Ride and 106th/Melody. It will operate on the same route as the existing Route 120, via Midway, Main/Pierce, 112th Avenue, Front Range Community College, and Huron Street. Frequency will be every 30 minutes peak, 60 minutes midday, evenings, and weekends (the same as the existing Route 120 that it replaces in this area). Route 120 will be rerouted directly via 120th Avenue between Wagon Road park-n-Ride and Main Street in Broomfield. Frequency will be every 30 minutes peak and 60 minutes midday weekdays only, from 6:00 a.m. to 9:00 p.m. Current routing on 112th Avenue instead served by new Route 112.

Route 153 – Chambers Crosstown

Extend northbound service 1 hour later, 7 days/week. Provides later northbound service from Alameda/Sable (Aurora Mall), replacing Route 15 service.

Route 327 – Northside Loop

Reroute Route 327 via 6th to northbound Kimbark to 9th Avenue. Avoids double looping of block via Main Street, saving 2-5 minutes per trip.

Evergreen call-n-Ride

The Evergreen call-n-Ride will be modified to extend service to Kittredge in the form of one (1) afternoon trip. This trip will operate between a designation point in Evergreen and two to three designated stops on Highway 74 in Kittredge. The trip will operate on Jefferson Public School days only at approximately 4:30 p.m. – 5:30 p.m.

IV. NORMAL MAINTENANCE

Route 0 – South Broadway

Schedule adjustments.

Route 3 – Alameda Crosstown

Schedule adjustments

Route 9 – West 10th Avenue

Schedule adjustments.

Route 29 – Riverbend

Schedule adjustments.

Route 36 – Fort Logan

Route 36Ltd – Fort Logan Limited

Schedule adjustments.

Route 38 – 38th Avenue

Schedule adjustments and trip changes.

Route 43 – Martin Luther King Boulevard/Gateway

Schedule adjustments and trip changes.

Route 47X – Montbello/Green Valley Ranch Express

Schedule adjustments.

Route 80X – 80th Avenue Crosstown

Schedule adjustments.

Route 105 – Havana Crosstown

Schedule adjustments and trip changes.

Route 121 – Peoria Crosstown

Schedule adjustments.

Route 204 – Table Mesa/Moorhead/North 19th

Reroute at 14th/Walnut: northbound buses to use stop on Walnut, nearside of 14th, southbound buses to use stop on 14th, nearside of Walnut. Necessitated by redevelopment adjacent to station, interaction with Hop.

Route 402Ltd – Highlands Ranch Parkway Limited

It is proposed to have its weekday p.m. eastbound trips shifted back to :28 and :58 after each hour from Mineral Station. This will resolve connection problems from other routes.

School Trippers

Adjusted as necessary.

Route AA – Wagon Road/DIA

Schedule adjustments.

Route AF – Cold Spring/Downtown/DIA

Schedule adjustments and on weekdays, the eastbound trip that now starts from Auraria Parkway/9th Street at 4:51 p.m. will be extended to begin from Cold Spring park-n-Ride at 4:37 p.m.

Route B - Boulder/Denver

Schedule adjustments.

Route BOLT – Boulder/Longmont

Schedule adjustments.

Route DASH – Boulder/Lafayette via Louisville

Schedule adjustments and trips added to alleviate overloads.

Route DM – Boulder/Fitzsimons

Schedule adjustments.

Route E – Evergreen/Denver

Designation changed to:

- Route EV (basic current E route)
- Route EX (same as current EX route)
- Route ES (current Z route)

Route G – Golden/Boulder

Designation changed to Route GS.

Route H – 28th Street/Civic Center

Designation changed to Route HX

Route Z – Evergreen/Aspen Park/Denver via Cold Spring

Designation changed to Route ES.

SUMMARY OF PUBLIC HEARINGS

West Denver – October 5, 2005

Fairview Elementary

No members of the general public attended this meeting.

Boulder – October 6, 2005

Boulder Senior Center

Thirteen members of the general public attended this meeting, as well as Director Dick McLean and Cris Jones, Micki Kaplin, and Martha Roskowski from the City of Boulder. There were specific comments unrelated to the Proposed Service Changes. There were requests for the Route H to stop at Flatirons park-n-Ride, and issues regarding parking congestion at Table Mesa park-n-Ride during Thanksgiving and Christmas break, and a slight deviation to the Route 201. There were two customers who requested the service on the Route CC remain the same, with one asking for an increase in service. There was one request to keep the Route 210, with one request for weekend service only.

Downtown Denver – October 6, 2005

RTD Administration Offices

Seven members of the general public attended this meeting. One person spoke in favor of the Colfax/Federal Transit Facility and another had questions as to how the transfers would work. Two Route 18X customers spoke against the route's proposed discontinuance and against utilization of the Route 6 as a replacement service – they found it unreliable due to traffic conditions and private carrier operation. One Route 31X customer spoke against the route's proposed discontinuance, against utilization of the Route 31 as a replacement service and against private carrier operations.

Westminster – October 11, 2005

Westminster Public Library

A total of 19 members of the public attended the hearing, plus Director Lee Kemp and representatives from the City of Westminster and the City and County of Broomfield. Six attendees were present to support retention of the Route 31X, and presented a petition with 52 signatures of Route 31X riders. They were pleased with the announcement that Route 31X ridership had increased and now met our minimum service standards, and would thus be retained. Two people spoke in favor of retaining Route 18X, four spoke in support of the new Route 120 service, and one wanted improved connections between Route 52 and G to replace the discontinued Route CC trips.

Additional Communications

Forty-six additional communications (e-mail's, faxes and letters) were received. One was in support of the proposed Route 15Ltd service additions and one in support of the Route 402Ltd time changes. One in support of the Route 16 reroute and two in support of the Route 120 reroute. One e-mail was received in opposition to the Route S reroute. One e-mail was received in support of the proposed new Route 70X. One communication in support of the proposed reduction on the Route 18X in conjunction with beginning the new Route 70X and three in opposition to the reductions were received. We received one e-mail opposing the Route AB reduction and six communications opposing the Route 31X proposed reductions. One e-mail in opposition to the discontinuance of the Route 210. Twenty-six communications were received regarding the proposed reductions on the Route CC. Of these, one agreed to eliminating all the proposed trips except the westbound 5:55

pm trip and the others were all opposed to various times being eliminated. In addition, one request to also operate RockiesRide service for Fireworks games was received.